

Co-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
(UNDER THE BILL OF SALE),
FOR ACCOUNT OF THE CONCERNED,
ON

MONDAY, the 10th June,
at 2.30 P.M.,
No. 17, DES VUEX ROAD, above the Office of
P. & O. S. N. Co.,
SUNDY OFFICE FURNITURE.

TEAKWOOD DESKS, OFFICE CHAIRS,
LETTER BOXES, STATIONERY CASES,
COUNTERS, One large COPIING PRESS
and STAND, BOOK RACKS, &c., &c.

ALSO:
1 REMINGTON and 1 HAMMOND'S
TYPEWRITERS and 1 large IRON SAFE
by PHILLIPS & SONS, London.

A quantity of COMMERCIAL CODES.
TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th June, 1901. [6000

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.
The Company's Steamship

"HATTAN."
Captain Roach, will be despatched for the
above Port, on FRIDAY, the 7th instant,
at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 5th June, 1901. [5990

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND
NAVIGATION COMPANY.

Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"

HONGKONG and PORTLAND (OR.),
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship

"INDRAVELLI,"
will be despatched for PORTLAND (OR.),
on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.

For through Rates of Freight and further
information communicate with, or apply to
ALLAN CAMERON,
General Agent,

or to
SHEWAN, TOMES & CO.
Hongkong, 5th June, 1901. [5390

Intimations.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(B. Houghton & Co.)
Business Hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE. [1453b



A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

STERILIZED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed
with every attention to the best
principles that sanitary science can
suggest; and our NEW FACTORY
at WEST POINT is the LARGEST
and BEST EQUIPPED in the FAR
EAST.

A perfect System of Filtration is
employed guaranteeing Absolute puri-
ty.

The Machinery used is of the Latest
Type.

A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.

The Waters produced are of the
highest class and excellence; as testi-
fied to by the best English makers.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

BIRTH.
At Kobe, on the 24th of May, the wife of F.
G. SALE, of a son.

MARRIAGE.
On the 29th of May at Trinity Cathedral,
Shanghai, by the Rev. H. C. Hodges, M.A.,
FRANCIS ARTHUR BLAKE, Jr., of Shanghai, to
FLORENCE AIMEZ WOMERSLEY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 5, 1901.

NOTES AND COMMENTS.

A Suggestion.

It will be remembered that in the recent
Glengyle-Hangchow collision case the ques-
tion arose as to whether or no the *Glengyle*
was in motion or not, the officers of the
Hangchow appearing to have difficulty in
deciding whether she was actually under
way or was made fast to her buoy.

In this connection it has been pointed
out to us by several ship masters that it is
often very difficult to decide, on entering
one of the fairways, whether a vessel sighted
is tied up to her buoy or has let go and is
intending to move out. So long as the
vessel in question is moving up or down the
fairway—she flies a fairway pennant, but
directly she passes the boundary of the fair-
way this is hauled down. Our seafaring
friends point out to us that this makes it
somewhat dangerous to navigate the fairways
of the harbour, as a steamer may at any time
move out into the fairway from the an-
chorage without any warning being given.

What they suggest is that in addition to
the regulation obliging a vessel to fly a cer-
tain signal when navigating a fairway, a
regulation should be made by which vessels
actually under way but not in the fairway
may be distinguished. They also point out
that it would be well if some signal were
flown by each vessel actually at anchor or
attached to a buoy to show that she is
stationary. This we imagine could be
easily done and it would lessen the risks of
navigation in our crowded harbour.

For instance: All vessels actually at
anchor should fly a distinguishing flag and
so should those which are in process
of tying up or letting go. Were this
done a captain entering the harbour
would be able to see at a glance what
vessels were stationary and were likely
to remain so, and what were about to get
under way or were likely to enter the fairway
through which he was proceeding. A vessel
at sea which is not under command is obliged
to fly a signal notifying the fact, to warn
other vessels to keep clear of her. A vessel
moving slowly up to her buoy, having
already stopped her engines, is equally not
under command and she should display
some symbol whereby other vessels may be
warned to keep clear of her. We think that
the matter suggested is worthy of considera-
tion, and recommend it to the attention of
the Harbour Authorities.

REUTER'S TELEGRAMS.

THE DOWNSIDE, June 3rd.

The Telegraph's Washington correspon-
dent states that Germany, Great Britain, and
France, will garrison the points between
Peking and the sea.

BRITISH SOUTH AFRICA. THE VLAKFONTEIN FIGHT.

The casualty lists of the recent fighting at
Vlakfontein, show that the 28th Field Bat-
tery lost six killed and twelve wounded.

LATER.

Lord Kitchener reports two more Yoo-
many officers killed and one missing in the
Vlakfontein fight.

FRANCE AND THE CHINESE INDEMNITY QUESTION.

M. Delcassé speaking in the Chamber,
said that he favoured a common guarantee
for the Chinese indemnity, because all the
Powers would then be interested in maintain-
ing the integrity of China.

WEATHER REPORT.

The Observatory report says:—
On the 5th at 12.5 p.m. the barometer has
fallen slightly on the S. coast of China, and is
little changed elsewhere. Pressure is high over
the E. coast of China, and the low pressure
trough, in which a small depression may be
forming to the S.W. of Hongkong, is still lying
in the N. part of the China Sea. Gradients
slight to moderate for E. winds on the China
coast. Forecast:—Fresh to strong E. winds;
squally, showery.

LOCAL AND GENERAL.

COLONEL Bailey, commanding the 22nd Bom-
bay Infantry, accompanied by Mrs. Bailey, left
for Japan to-day on three month's leave.

THE depression in the China Sea is evidently
causing the rather depressing weather here.
The typhoon season is coming on, and we hope
the *St. Enuch* will fare better than the *Canton*
River.

MR. H. PRICE has returned from Manila and
reports a steady increase in his own business,
but things in general very flat. Great caution
has to be exercised in pushing trade, for the
present.

THE French mail arrived at her buoy at 9.20
this morning. The English mail is due to-
morrow afternoon, so we reserve our "By the
mail" column, as the news by the former boat
will be ancient history.

AMONGST the passengers departed for home
per *Empress of China* to-day were Mr. and
Mrs. D. R. Crawford. Mr. Crawford retires
from the well-known firm of Lane, Crawford &
Co. and intends spending the remainder of his
life in the old country.

In another column will be found the announce-
ment of the marriage, which took place last
Wednesday, of Mr. F. A. Blake, Jr., of Shang-
hai, to Mrs. P. A. Womersley. The bridegroom
is a nephew of H.E. Sir Henry Arthur Blake,
G.C.M.G.

SINGAPORE papers report:—An order has been
made by His Excellency, the Officer Admini-
stering the Government in Council prohibiting
Chinese coolie immigration into the Straits
Settlements by any vessel leaving or calling at
Hongkong after the 29th May.

WE draw our readers attention to the advertise-
ment in another column of the well-known
Green Island Cement Company, where it will
be seen that the price of cement has been ad-
vanced 50 cents per sack and 30 cents per bag,
of 375 lbs. and 250 lbs. respectively. The in-
crease dates from June 1st.

WE shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50
Queen's Road Central. The wrapper will
enable us to check the delivery coolies.

A VERY sad accident which terminated fatally
occurred on board the C. N. Co.'s str. *Peking*,
shortly after her arrival from Ningpo on the
31st ult., says the *Shanghai Mercury*. It ap-
pears that a coolie in handling the luggage of
a Chinese passenger, among which was a gun,
and believing perhaps that the gun was un-
loaded, had evidently handled it rather roughly
with the result that the gun went off, killing
the coolie instantly—in fact the unfortunate
coolie's brains were completely blown out. The
Chinese Magistrate was informed of the occur-
rence and he went on board about noon and
held an inquest there, with what result we have
so far not been able to ascertain.

THE *P. & T. Times* of the 25th ult. states:—
Three complete batteries of new Krupp guns,
fifteen pounders, with 4,500 rounds of ammu-
nition and 700 or 800 rounds of 4. f. ammunition
were discovered neatly buried in a small Chi-
nese house at Knaping since the British force
has been stationed there, and were yesterday
brought down to Shimo where they are being
shipped pending orders from home. The guns
were discovered through the agency of an
Indian Musselman trooper who had become
friendly with a Chinese Musselman who divul-
ged the secret, in spite of a bribe of \$200,000
offered by a local official to hold his tongue.
The guns (eighteen in all) are quite new, and
in perfect order with the exception of the breech
joints. The guns were stowed away in an
astonishingly small space under a mud floor,
and probably there are many other places in
which guns or ammunition may be similarly
hidden.

Do those officials responsible for the main-
tenance of roads ever chance to take a ricksha
ride? If so they should see that there is some-
thing radically wrong with the system. *There is*
nothing in the way of a paved crossing, unless the road in the vicinity happens
to have been very recently relaid, the pavement
stands an appreciable height above the road and
the result is a most unpleasant jerk to the
ricksha. The manholes of drains project in
the same manner and offer serious impedi-
ments to traffic. It is lucky that our traffic
is not of a very heavy nature, otherwise the
P. W. D. folk would be constantly having to
put in fresh manhole covers to replace damaged
ones. As matters now stand it is only the
rickshas that suffer, and that, of course, does
not matter a jot to the P. W. D. Still, we pre-
sume that if a cyclist was given a bad fall by
one of these mantraps, the Government would
be liable for damages.

WE have a private letter from a very competent
observer of the situation as it is at Peking, or
at least as it was during his recent visit there,
say the *Singapore P. P.* It calls a spade a
spade with extreme precision and, if we could,
we should much enjoy quoting its text. Without
naming names this racy bit of epigrammatic
summing up deals with the Foreign Ministers
other than British. It is for those who know
to supply the gaps:—"As regards the Foreign
Ministers somebody said that a very heavy
indemnity should be demanded from the Chi-
nese for not having killed them. A is a
coward and a drivelling fool. B. rides very
well in steeple-chases. C. was just the man
for West of the Mississippi. D. represents a
dying nation with painful exactness. E. eats
enormous dinners. F. and G. like E. are new
men and don't know or care about anything.
H. speaks no language but his own and Rus-
sian, and keeps an eye on De Giers. And J.
used to be called the best-dressed man in Lon-
don, but having lost all his kit in the siege, has
now to be content with trying to avoid looking
like a beach-comber."

THE writer of "Stray Notes" in a recent *Kobe*
Chronicle evidently hears more Hongkong
news than we do:—"A number of ladies have
joined together in Hongkong and founded a
Society for the Suppression of Scandal. What
do you think of that? One lady, forgetful of
her vows, gossiped a bit, and was summarily
expelled. What a dreadful place Hongkong
must be when the evils of gossip have reached
such a pass that a Society has to be formed
for their suppression! Here in Kobe such a
Society would be superfluous, because
gossip or scandal is looked upon as one of
the seven deadly sins. Go to the clubs or to
the tea-parties, and note how the slightest
suggestion of gossip is tabooed—how every in-
cident is looked upon in the best and most
charitable light; how eagerly some justification
is sought for what at first seems inexplicable
—and if a man or woman should perchance
say something that seems to reflect on some
one else, how shocked every one else appears
to be. No Society for the Suppression of
Scandal. But there, Hongkong always had
the reputation of being a warm place."

AN alarm of fire was rung up on No. 2
Station yesterday evening. The Brigade was
promptly turned out and went down Queen's
Road towards Wanchai, to the delight of all
the small boys. The one thing wanting was
the fire. The returning firemen were a mixture
of bad temper, swear words, and perspiration.

ANY one who wants to go into training for the
next Association football season let him try a
course of walking from Watson's corner to
Jubilee Street under the verandah on a morn-
ing like to-day. The passing dirty coolies,
colliding with baskets, bumping foiterers,
treading on heels, and dodging bamboos will
stand him in good stead.

IT may be noticed that we are publishing a
gazette of interest to the shipping community
generally, giving the names of officers on leave,
promotions, transfers, etc. We imagine it will
be found useful by many shipping people here,
who can see at a glance where their friends are
at the time. We shall be much obliged for
any information from our readers tending to
keep the column up to date.

A DESPATCH to the *Asahi* states that an out-
break of bubonic plague in Tokio is threatened.
Five dead rats have been found in the kitchen
and goods store of the Imperial University
hospital and these were analytically examined.
Plague germs were found. The Metropolitan
Police issued an urgent order on the 25th ult.
for the enforcement of general measures for
disinfection and the extermination of rats as
preventive measures against the plague.

THE row of buildings now being erected at the
eastern end of Elgin Road, Kowloon, are
indeed a disgrace to any British Colony. The
brickwork is merely chucked together, one
wall has already developed a considerable
outward bulge and, as we stated before, several
collapses have taken place. The defects are
now being hidden by stucco, and so we pre-
sume that the Government intend to allow the
building to stand till the inevitable collapse
takes place.

INDIAN *Engineering* says:—Lord Curzon's
laudable desire to make Calcutta the capital of
India, in deed as well as in name is causing
much lamentation and searching of heart,
especially in Madras and Bombay, whose claims
on the score of antiquity of settlement are per-
haps better than those of the city of Job
Charmock. Many other less specious argu-
ments have been quoted against Calcutta's
arrogance; but the most ridiculous is that
founded on a paper by Major-General
J. G. R. Furlong, a retired Sapper, who
piles up a heap of geological and geological
scrap to prove that 200 years hence Calcutta
will become a small inland town of small ex-
tent and little importance. *Ergo*, the Victoria
National Memorial should not be erected in
Calcutta. We rather think that the Viceroy
will view the ultimate fate of the metropolis
with a philosophical calm and continue in his
enterprise. Verily the Allahabad oracle is
responsible for much foolishness in the matter.

THE PLAGUE.

Number of cases reported (Chinese 997
up till noon of the 4th Other Asiatics 27
June, 1901 Europeans 13
Number of cases reported (Chinese 9
during the past 24 hours Other Asiatics 1
Europeans 1

Total number of cases reported to date 1,048

Number of deaths reported (Chinese 951
up till noon of the 4th Other Asiatics 20
June, 1901 Europeans 5
Number of deaths reported (Chinese 14
during the past 24 hours Other Asiatics 0
Europeans 0

Total number of deaths recorded to date 990

Since noon on Saturday last the cases and
deaths are:
Cases Chinese 86
Other Asiatics 5
European 1
Total 92

Deaths Chinese 90
Other Asiatics 4
Europeans 0
Total 94

The plague returns for last week were:—
Cases 215
Deaths 207
The returns for 1st June, 1894, were:—
Total deaths to date 920
New cases in previous 24 hours 82
Deaths in previous 24 hours 93
Patients under treatment 205

THE City Hall Authorities have taken a very
precaution in closing the building at the
present time. It will be remembered that at a
recent meeting of the Sanitary Board it was
resolved that a number of dead rats had been
found in the building, then followed the death
of a Parsee caretaker from plague, so one
might imagine that the building is in need
of thorough overhaul and cleansing. It is to
be hoped that now that the matter is being
told in hand it will be done well and no mere
half-measures be adopted.

WE would warn our readers that during the
present plague epidemic it is just as well to
keep eye on one's coolie quarters. The Chi-
nese are not over scrupulous as to whom
they let in as lodgers, and it may well happen
that the coolie's brother who has fled from a
plague-infected house is sleeping with his
more fortunate relative in the premises provided
by his master. A careful inspection of the
coolie quarters undertaken somewhat late at
night, and a rat and a raton will be
found, excellent help in the election of
undesired intruders.

AMONG the cases of plague reported in the
last 24 hrs we regret to see, a year old boy
of Mrs. A. Varcoe of 3 Wild Dell, Wanchai.
This is the first case of plague reported in
this house since it was remembered that Mr.
Kermisk who died from the same cause was
taken from.

JUST on the press we learn that Mr. H.
V. Baird, being Frenchman, apprentice in
the Cosmopolitan Docks was removed to
Kennedy Hospital suffering from
plague.

REDUCTION OF THE GARRISON.

WE learn that a telegram was received the
other day from General Gascolee suggesting
that one of the native regiments now stationed
here might be sent back to India if it was
considered that its services could be dispensed
with. As a result of this we are given to un-
derstand that the Third Madras Light Infantry
will probably be the regiment to leave and will
return to India as soon as transport is available.

AT THE MAGISTRACY.

A TYPICAL CASE.
Wong I was charged with concealing a case
of plague. Dr. Chung King, resident surgeon of
the Tung Wah Hospital, said a female about
16 years of age was brought to him in an
advanced stage of plague.

A Chinese constable deposed that he went
to the house 22 Riemer Street, and found
the people moving. He saw a sick girl and the
defendant attending her. He went back and
told the Sergeant, who returned to the place
with him. The defendant stated she brought
the girl down from Canton. The girl was
sick and she gave her two pills and she seemed
to be better but complained of giddiness.

The defendant was fined \$10 or 14 days.
The fine was paid.

AN OLD OFFENDER.
Li Tai charged with being a rogue and a
vagabond said that he had been carrying a
box and was walking away when arrested. If he
had walked quicker he might have escaped the
14 days' hard labour he was awarded this
morning.

WELL DESERVED.
Chung Win Kong of D'Aguiar Street got
14 days for the unlawful possession of two
watches and chains, and on being charged with
feloniously stealing one \$100 note, thirteen \$10
notes, \$37 in silver and four English sovereigns
from the Wardroom Officers' Mess of H.M.S.
Honourable was sent to prison for four months'
hard labour in addition.

INSIDE AGAIN.
Leung Tin envied his neighbour goods and
received 3 months' hard labour for going to
get them.

A DETAIL OMITTED.
Chan Kwong went into the wine and spirit
trade and overlooked the necessity of having
a license. Fined \$15 or 1 month; presumably
the profits paid the fine.

V. V. NECESSARY.
P. C. John Quinn obtained convictions
against 4 chair coolies for rushing passengers
at the Tramway Terminus and obstructing the
way. \$1 each or 4 days' hard labour.

STEALING AND ASSAULTING.
Li Ying Tsun, coolie, was charged with steal-
ing a bangle and assaulting the complainant.
After a lengthy hearing the first count was dis-
missed, but on the 2nd he was fined \$5 or
14 days, fine paid.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in this column.)

BRITISHER.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—In your last night's paper you have a
letter signed "Britisher." I reckon the writer
to such rotten opinions. He argues that no
land in Victoria should be held unless the
purchaser was a British subject, always except-
ing Germans, French and Americans. Very
lovely. We must exclude the Chinese
in whose land we are, whom we are using
for our own ends to the utmost of our ability
and embrace the advent of our competitors.
The Europeans mentioned are not slow to take
advantage of the opportunities offered them
under British rule and in return bite the hand
extended them in a spirit of equality and
fraternity (vide the European papers on
Britain and the Boers). I say Sir, let drop
once for all this tommy rot about our coming
to China as a civilizing race, let drop the
gush about teaching a race that is wiser
than ourselves in many ways, restrict the
misguided efforts of those lawless men who
have effectively sent to heaven 40,000 con-
verts last year by, first converting them, and
at the same time exciting opinion to such an
extent that it led to their destruction.

Own up to the honest truth that we are here
to do business and to make our way either as
a man or a nation. What we think right and
proper, true and just we put in force and there
is no distinction or should not be, between
Germans, French and Chinese.

In conclusion, Sir, I thing your subscriber
"Britisher" should be labeled "Sir Mact
in Deutschland" and therefore sign myself,
Yours, etc.

TRUE BRITISHER.
Hongkong, June 5th, 1901.

DEPARTURE OF THE U. S. FORCE FROM TIENTSIN.

THE Americans left here on the 22nd ult., at
such an early hour, however, that the com-
munity were not astir and much regret was felt
by many that they were unable to join in a
good send off. The excellent feeling existing
between the British and U. S. officers, however,
found hearty expression on Saturday night,
when a big smoking concert was given in hon-
our of the departing force in the Gordon Hall,
and the most enthusiastic exchange of senti-
ments took place. Liscomb Barracks is now
occupied by the Royal Welsh Fusiliers. The
departure of General Chaffee from Peking was
quite an international affair, the Field Mar-
shal being present at the station, as well as a
strong representation of the British and Japa-
nese forces, several bands playing appropriate
farewell strains. As we have said before, we
wish our American friends all good luck, and
feel much regret that the call of duty deprives
us of their good company. The campaign has
done much to foster mutual respect and good
feeling between them and ourselves, and had
the U. S. forces being more in proportion to the
British that good understanding would have
been still more pronounced.—*P. & T. Times*.

FOREIGN MINISTERS GROW IMPATIENT.

SHANGHAI, May 31st.
It appears that the Foreign Ministers at
Peking are desirous to conclude the peace
terms as soon as they can, in view of
the long procrastination that has been made
by the Chinese government. They say that
in the event of the Chinese Plenipotentiaries
being again granted permission to deliberate
over all questions before they are settled, it is
possible that another four months will be re-
quired before the conclusion of peace negotia-
tions. In consequence of this, the Foreign
ministers have decided not to allow the Chinese
Peace Plenipotentiaries to make any argument
upon the demands as now agreed upon by
them. This is in order to get the peace treaty
completed at an early date.—*New Press*.

THE WITHDRAWAL OF THE ALLIES.

SHANGHAI, May 31st.

Advices from Peking state that the allied
troops will probably clear out of the capital at
the end of June. It happens to be the
hottest part of summer at that time, therefore
the High Chinese Ministers at Peking consider
it inexpedient for the Court to go back to Peking
then.

A joint memorial has been drafted bearing
the signatures of the officials of the six Boards
as well as the nine Courts and many other
High Ministers praying that the Emperor and
Empress Dowager may return to Peking by the
following autumn.

We understand that the memorial in ques-
tion will be forwarded by a special messenger to
Hsianku.

According to a Peking despatch just received
here, we learn that Prince Shun and Dukes
Chi and Shien have already left for Hsianku
from Peking. They are proceeding there in
order to accompany the Court back to Peking.
—*New Press*.

SPECIAL WIRES TO THE "SHANGHAI MERCURY."

FRANCE IN FINANCIAL DIFFICULTIES.

RECORD DEFICIT YEARED.

CHINESE INDEMNITY ONLY HOPE.
The Paris *Gaulois* says that, owing to the
uns

THE JAPANESE CABINET DIFFICULTIES.

A conference of the elder statesmen was held at the residence of Marquis Saigo on Saturday, and Marquis Saigo and Yamagata, Counts Inoue and Matsugata were present, says the *Kobe Herald* of the 27th ult. Marquis Yamagata and Count Matsugata were received in audience by His Majesty the Emperor. It is believed in some quarters that the Marquis and the Count have together decided to undertake the formation of the new Cabinet, but it is also stated that they recommend Marquis Ito to resume the premiership.

The *Mainichi* supposes that no decision was arrived at by the conference of the elder statesmen and the two statesmen who were received in audience by His Majesty only laid the result of the meeting before him. The paper states that neither Marquis Yamagata nor Count Matsugata will undertake the formation of a new Cabinet and it is possible that the issue of affairs may be the resumption of the premiership by Marquis Ito.

Marquis Saionji, Premier ad interim, who was in Oiso, was suddenly recalled to Tokyo, and was received in audience by His Majesty yesterday morning. It is understood that he will again proceed to Oiso, as Marquis Ito's views on various affairs are sought for by others among the elder statesmen.

THE "KAIRIKU HOKEN" KAISHA.

It is understood, says the *Japan Daily Mail* of the 26th ult., that His Majesty's Government has instructed the British Representative in Tokyo to take steps for the protection of British interests in connection with the failure of the *Kairiku Insurance Company* of Osaka, and that Sir Claude MacDonald has placed the matter in the hands of the Crown Advocate, Mr. Litchfield, and his partner, Mr. Sawada. The Japanese press refers with applause to the promptitude shown by the British Government in this matter. It appears from statements made by Mr. Yano, Chief of the Insurance Bureau in the Department of Agriculture and Commerce, that the Authorities have for some time been directing special attention to the affairs of this company, and that Mr. Yano's recent visit to Osaka was for that purpose.

CLOISONNE ENAMEL.

The latest departure made by Japanese enamellers is to imitate the Chinese work of the Ming, Kang-hsi and Chien-ling eras. It has been found that a successful effort of that kind was beyond the strength of the Japanese and some critics have detected faults of finishness and garishness in their best modern pieces, as compared with the solid, useful style and harmonious richness of old Chinese specimens. But no such comparison is possible in the face of recently produced examples. Not only has every feature of the old Chinese enamel been reproduced, but even the blemishes which seem to have been an inevitable result of the Chinese processes, and which have come to be regarded by many connoisseurs as essential marks of genuineness, are visible in the Japanese imitations. Of course there cannot be the least doubt in the mind of any competent judge that modern Japanese enamellers are technically far ahead of the best Chinese experts; so far, indeed, that no comparison whatever is possible. But the Chinese style has charms of its own, and an article of decorative furniture we are not sure that a fine Ming or Kang-hsi enamel will not prove more permanent and satisfactory than the delicately hued and highly artistic products of the modern Japanese worker. However that may be, and it is evidently a matter of taste, the interesting point is that the Japanese have now shown themselves capable of meeting and beating the Chinese on ground which the latter were supposed to monopolize. It will be understood, of course, that we are not here speaking of modern Chinese bronzes. These belong to a totally different category, and have never been worthy of Japanese competition. But the old enamels with their profound and harmonious colours and their simplicity of decorative motive are objects of unqualified beauty, and it is very interesting to know that they can be reproduced without difficulty. — *Japan Daily Mail*.

COREAN NEWS.

(From Japanese Papers).

SEOUL, May 25th.

The Korean Emperor still hesitates to cancel the French loan contract and the affair is almost at a standstill. It is not likely to be finally determined soon.

It is reported that a contract for the coinage of several hundred dollars worth of nickel coins has been entered into by an American and the Korean Government.

M. Pichon, former French Minister to Peking, accompanied by the French Minister to Seoul, was received in audience by the Korean Emperor yesterday. M. Pichon sailed for Europe to-day. — *Mainichi*.

SEOUL, May 26th.

The American Minister to Seoul has addressed an official note to the Korean Government protesting against the Customs revenues being offered as security for the French loan. The protest is based on the fact that when the contract for the construction of water works in Seoul was entered into between America and Korea in 1896 it was agreed that a loan would be floated in America on the security of the Customs revenues. The American Minister demands to know why the Customs revenues, which were already offered to America as security, was subsequently offered to another country. — *Mainichi*.

SEOUL, May 26th.

The American Minister to Seoul has addressed an official note to the Korean Government demanding explanations of the proposal to offer the Customs revenues in security of the French loan, while the said revenues had formerly been offered to an American syndicate which contracted to build the water works for the Korean Government in Seoul. — *Asahi*.

MADRAS SHIPPING CHARGES.

Madrass is not a favourite port for shippers, says a recent *Bombay Gazette*, principally on the ground that the port charges are heavy and in excess of other and more important Indian ports. According to the annual report of the Madras Chamber of Commerce attempts are being made to reduce these charges in the hope of attracting more tonnage. The harbour dues on coal have been reduced from twelve to four annas per ton, and the duty on oil to one anna per ton. The Madras Chamber of Commerce suggested that the interest on the harbour loan should be reduced from 10 to 8 per cent, and the annual repayment from one lakh to half a lakh. The report

does not state whether the Harbour Trust Board are going to adopt this financial policy, but it is apparently sound. It would have the effect of lessening the ever pressing necessity for raising money, and thus might bring about a general reduction in the harbour charges.

PIRACY AND MURDER NEAR SINGAPORE.

FIVE MEN MURDERED ON A JUNK.

For the first time in fifteen years a really bloody act of wanton piracy and murder has occurred practically within the waters of Singapore, says the *Straits Times* of the 28th ult. The crime occurred on a Chinese junk that left this port for Siak on Wednesday last, the 22nd ult., with a general cargo and a crew of six Chinese. It appears that when off Karimoon Island the junk was becalmed, and anchored in full view of a Malay village or *kampung*, from which four Malays presently put off in a *katok* and asked for some tobacco; they boarded the *longkong*. They so far as can be learned the ruffians suddenly drew their *krises* and attacked the unfortunate Chinamen, cutting them down right and left. They then ransacked the vessel and, after cutting her anchor rope, made off with all they could lay their hands on. Information of the horrible crime was first brought to Singapore by the master of the s.s. *Clanggi*, who reported at the Master Attendant's office at 9 o'clock on Saturday night that he had towed a *longkong* from Sultan Shoal to Singapore harbour with only one man in it out of a crew of six. The other five, the master alleged, had been killed and thrown overboard.

The police were informed and Inspector Brannagan, of the Marine Police, boarded a Chinese *longkong* No. 30, lying off Beach Road. There he found a *katok* named *Ng Chin Sing*, the only survivor out of the crew of six who sailed from Singapore for Siak on the 22nd inst, with a general cargo. On inquiry, Insp. Brannagan gathered the following horrible account of murder and piracy:

DETAILS OF THE CRIME.

The *longkong* left Singapore Harbour about 5 p.m. on the 22nd for Siak and all went well until about 2 p.m. on the 23rd ult. when Karimoon Island was sighted. The *longkong* was setting in at the time and the wind fell. As they were drifting towards the island they cast anchor about one mile from shore and in full view of a Malay *kampung*. About two hours after they had anchored, a Malay *katok* containing four Malays came alongside the *longkong* and one of the Malays in the *katok* asked the *chinchew* or supercargo of the *longkong* for some tobacco. This was given and a conversation was entered into between the Malays and the *chinchew*, the *katok* and two other Chinese sailors who sat aft close to the stern. The Malays then tied their *katok* to the *longkong* and climbed on board, apparently with the most friendly intentions, and sat down with the four Chinese astern.

At this time, the survivor and another Chinese sailor were sitting near the bow. About half-past four o'clock after the Malays came on board, when the two Malay *katoks* heard shouts and simultaneously a Malay jumped down to where they were sitting, drew a long *kris* from his waist, and made a dash at *Ng Chin Sing's* head. He dodged, but not before he received an ugly cut which laid open his right cheek. Then the Malay made a lunge at him, cutting through the waist belt and inflicting a gaping wound on the right side. He fell and crept into the cabin and then dropped down, amongst the cargo and concealed himself amongst some bags in the bows where it was quite dark. He knows nothing of what became of the others, but from where he was cut down to where he lay concealed is one long trail of blood, the larger quantity being where the unfortunate man lay. From where he was, he saw the Malays take the six boxes of the small coasting steamer *Clanggi*, who did all that lay in his power for the injured man and towed the *longkong* to Siak, where it now lies, with the evidence of the awful crime that has been committed still plainly visible.

The unfortunate Chinaman has been sent to hospital. The wounds have apparently been inflicted by a razor-edged instrument and are clean cuts. The victim is not in a dangerous condition and is expected to recover.

The Karimoon route lies about 55 miles South West of Singapore and is in Dutch territory. Three or four piracies have been committed this year in the neighbourhood of the Singapore harbour, but they were on a small scale and were not attended with such great loss of life as this one, which claimed five victims. This is undoubtedly the worst case that has occurred in Singapore for the last ten years. This during case of piracy has probably been committed by the same gang who committed the previous smaller ones, but who have now grown bolder.

HEALTH OF BOMBAY.

The mortality returns for Bombay City show a slight increase on the figures for the previous week, says the *Bombay Gazette* of the 18th ult. The total number of deaths was 1,232, giving a death rate of 81.01 per 1,000, as compared with an average of 77.15. An analysis of the table shows that this disparity arises chiefly through an increase of deaths classified "general diseases," "nervous system" and "diseases of the lungs." How many plague deaths are entered as arising from other causes is difficult to estimate, but it is certain there is much defect in the system of registration. Plague continues very fatal, the deaths totalling at 280. We are now experiencing severe heat, and in other years this has caused the pestilence to subside; but this season the subsidence is slow. What this is due to would be hazardous to say, for plague is a disease unrestrained by time, season or circumstance. We know that the system of combating plague this year has been very inferior to that adopted in previous epidemics, and last year splendid work was done in regard to inoculating the people. Unfortunately, the benefit of this protective vaccine has not commended itself to Native leaders of opinion; and we strongly believe that if the campaign of inoculation had been continued up to now there would have been many less victims to mourn. Fever is very virulent this year, the deaths numbering 222, Dogri recording 32, and Byulla 30.

A CURIOUS CASE.

ASSAULTING PLAGUE OFFICIALS.

The case, in which several respectable Marwaris stood charged with assaulting and obstructing plague officials under Dr. Hosack under circumstances already stated, concluded to-day, says the *Bombay Gazette* of the 18th ult. The Government Prosecutor informed the Police Magistrate that he had been instructed not to offer any further evidence against the accused, whom the magistrate reluctantly discharged and then only after repeated requests from the Government Prosecutor that the case might be withdrawn. The case was a clear one and the object of the Government of Bengal in refusing to prosecute is not understood.

QUEEN OF PORTUGAL RESOLVED TO BECOME A NUN.

CHICAGO, April 14th.

According to a special cablegram to the *Chronicle* from Lisbon:

"The startling announcement is made in court circles here to-day that Queen Marie Amalie, wife of Don Carlos, King of Portugal, has resolved to become a nun. This is a direct result of the protracted quarrel between the royal couple over the King's attitude toward the religious orders of the country."

"The agitation against the clergy in Spain spread in Portugal where trouble between the liberals and the clerical element had been brewing for a long time. Queen Amalie is a devout Catholic, while Don Carlos sides with the liberals, and during the recent disturbances he openly espoused their cause against the church."

"Violent scenes between husband and wife in the Lisbon Palace followed, in which, it is said, the Queen threatened to leave Portugal. There are other grievances against the King, which have steered Queen Amalie's heart. The King has proved unfaithful to his marriage vows, which recently led to a public scandal."

HOW CHINESE NEWSPAPERS DO THEIR WORK.

China, like India and Japan, has a large number of daily and weekly newspapers which in the main are of the modern type, yet which present interesting variations from occidental journalism. Mr. Frederick W. Eddy, formerly city editor of the *New York Times*, but now in Shanghai, gives the following account of newspaper life in that city (*New York Times*, March 24):

"In Shanghai there are six daily native papers and one weekly. The local departments to be covered engage four reporters for the native city, one for the Mixed Court, and one each for the French, English, and American settlements. In the native city, one man looks after the movements of the Taotai and news of his yamen, one after the yamens of inferior officials, and two watch for police and general news. Every man is expected to become proficient in speed and in condensation. He should learn how to write characters that express much in little, for the paper is not elastic, and the local field cannot have more than 3,000 characters out of the 8,000 that compose the reading matter of the paper. Advertisements fill about three-fourths of each edition. A man is considered fast and competent who can write a striking and graphic story in two characters or less at the rate of five characters per minute. It is hard to conceive a piece of news worth more space, according to accepted local notions. If a man is deficient in terse expression, the talented readers who handle his copy are expected to boil him down. Including the managing editor, there are eight readers, who must look after proofs, and each of whom is charged with the proper adjustment and placing of all the reading matter that comes to him as copy. This fixes responsibility beyond question for every line in the paper. These eight men oversee correspondence and general news as well as the local field."

"A Chinese compositor cannot stand at his case and, remaining in erect posture, pick up type as in a foreign office. His hands both arms and legs, a good stooping back, and, if the editor's vocabulary is especially rich, a stepladder. There must be a pocket for every character, and as ordinary newspaper uses require about 4,000 characters one compositor needs almost enough room to live in. It is a mark of distinction to employ unusual characters. Every paperlikes to appear learned. There are editors who seem to employ their leisure in devising combinations which, while original and distinctive, shall yet be self-explanatory. As no merchant could anticipate or supply such demands, every office contains its own foundry. Two men attend to this. One of them keeps busy making steel dies and the other melts and stamps out the type. The compositors make new pockets for all creations. It behooves them to, burnish their memories frequently, or they may be hours in setting up a single article, which would never do. As the types are of soft lead and easily worn, one man has his hands full in sharpening the lines by picking out the ink that they gather or in filing down the inequalities that are always appearing. When a type becomes worthless it is thrown into the pot, to be melted over for a fresh stamp."

As for the reporters, they get but from eighteen to twenty Mexican dollars per month, says Mr. Eddy, from which the numerous fees of a Chinese newspaper office have to be subtracted. It is a waste of money for a Chinese reporter to hire lodgings. Having no possessions worth mentioning but the clothes on his back, he sleeps and eats when and where he finds it convenient, while a weekly visit to the barber shop satisfies all the requirements of his toilet. — *Literary Digest*.

NOTANDA.

CALENDAR.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.764
Thermometer	80.7
Humidity	83.0
Rainfall	16.496

TO-DAY.

WEATHER REPORT.

Barometer	29.77	On date at 10 a.m.
Thermometer	75	
Humidity	75	
Rainfall	0.08	

TO-DAY.

Wednesday, 5th June, 1901.

Chinese—10th of 4th moon of 27th year of Kwang-shi.

Sun—Rises	5hr. 10min.
Sets	6hr. 30min.
High water—Morning	6hr. 30min.
Afternoon	6hr. 27min.
Low water—Morning	5hr. 30min.
Afternoon	5hr. 27min.

ANNIVERSARIES.

1897—Baptism of Ethelbert by Augustine.

1801—Attack on the British Embassy at Tokio.

1875—Departure of the first O. & O. steamer from Hongkong for San Francisco.

1891—Anti-foreign riot at Wusueh; Messrs. Agent and Green murdered.

1897—Anglo-Chinese Agreement signed at Peking.

1868—100 houses destroyed by fire at Krim.

1899—H. C. Pass bill for £30,000 to Lord Kitchener.

1899—Viceroy Liu receives edict to oppose European landing on his coast.

1900—Capture of Pretoria officially reported by Earl Roberts.

TO-MORROW.

Thursday, 6th June, 1901.

Chinese—20th of 4th moon of 27th year of Kwang-shi.

Sun—Rises	5hr. 10min.
Sets	6hr. 30min.
High water—Morning	6hr. 30min.
Afternoon	6hr. 27min.
Low water—Morning	5hr. 30min.
Afternoon	5hr. 27min.

ANNIVERSARIES.

1857—Indian Mutiny broke out at Allahabad and many other stations.

1864—Heavy rains in Hongkong, damage \$500,000 and many lives lost.

1867—Attempted assassination of the Czar.

1884—Amended French treaty with Annam signed.

1890—Stranding of the s.s. *Taisang* on Sugar-loaf Island.

1899—Admiral Dewey sails for America on *Olympia*.

AGENDA.

TO-DAY.

Cargo ex *Sirassburg* subject to rent.

TO-MORROW.

Cargo ex *Nippon Maru* subject to rent.

Daylight—The O. S. K. Co's steamer *Anping Maru* leaves for Coast Ports.

Cargo ex *Chelydra* subject to rent.

FRIDAY, 7th.

Daylight—N. Y. K. steamer *Tosa Maru* leaves for Yokohama, (direct).

(About)—P. & O. Co's steamer *Chusan* leaves for Shanghai.

5 p.m.—C. M. Co's steamer *Perla* leaves for Manila.

SATURDAY, 8th.

Noon—P. & O. Co's steamer *Coromandel* with mails etc; leaves for Europe.

Noon—1. C. S. N. steamer *Yuenang* leaves for Manila.

3 p.m.—1. C. S. N. steamer *Chelydra* leaves for Indian Ports.

SUNDAY, 9th.

Daylight—O. S. K. Co's steamer *Daijin Maru* leaves for Coast Ports.

Cargo ex *Java* subject to rent.

MONDAY, 10th.

4 p.m.—N. Y. K. steamer *Kaga Maru* leaves for Victoria B.C. and Seattle U.S.A. via Shanghai, etc.

Cargo ex *Chingwa* subject to rent.

TUESDAY, 11th.

5.30 p.m.—Annual General Meeting of the Royal Hongkong Yacht Club in the Cricket Club Pavilion.

Noon—T. K. K. steamer *Nippon Maru* leaves for San Francisco via Shanghai, etc.

Cargo ex *Kanagawa Maru* subject to rent.

WEDNESDAY, 12th.

Daylight—The O. S. K. Co's steamer *Anping Maru* leaves for Anping, via Swatow and Amoy.

THURSDAY, 13th.

Noon—N. D. L. steamer *Hamburg* with mails etc, leaves for Southampton.

SATURDAY, 15th.

A. L. S. N. Co's steamer *India* leaves for Fiume and Trieste.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

May 29th.

Captain W. Blake, from home leave, resumes command of the *Kwangtung*.

Captain Jenkins, has been appointed in command of the s.s. *Chun Shan*.

Mr. J. D. Jenkins has been appointed chief officer of the s.s. *Chun Shan*.

Mr. W. Merry, second engineer of the s.s. *Chun Shan*, has resigned.

Mr. W. Anderson, 3rd engineer of the s.s. *Chun Shan* has been promoted to 2nd engineer, vice Mr. Merry, resigned.

June 3rd.

Mr. J. McGinty, Chief Officer of the *Esmeralda* has been promoted to Captain of that vessel.

Mr. P. G. Ashton, Second Officer of the *Perla* has been promoted to Chief Officer.

Mr. P. Skellan, Third Officer of the *Perla*, has been promoted to Second Officer.

Mr. G. A. G. Morse has been appointed Third Officer of the *Perla*.

June 4th.

Mr. E. B. Hankey, Chief Engineer, s.s. *Woosung*, has been transferred to s.s. *Chefoo*.

Mr. McGavin, Chief Engineer, s.s. *Chefoo*, has been transferred to s.s. *Woosung*.

Mr. T. A. Kyle, chief officer, *Hoihow*, is transferred to the *Tungchow*.

Mr. J. Harris, and officer, *Pekin*, is transferred to the *Newchwang*.

Mr. P. Callen, and officer, *Newchwang*, is on leave.

Captain W. McClure, late *Pechili*, is transferred to the *Lienching*.

Mr. F. D. Hynes has gone 3rd officer, *Taisang*.

Mr. J. R. Davis, supernumerary 2nd officer, *Woosung*, has gone 2nd officer, *Kingsing*.

Mr. H. Good, chief engineer, *Eldorado*, is transferred to the *Esang*.

Mr. A. Spiers, acting chief engineer, *Esang*, is awarding orders.

Mr. D. E. McIntyre, 2nd engineer, *Wuchang*, is transferred acting chief engineer, *Hangchow*.

Mr. J. W. Williams, acting chief engineer, *Hangchow*, is on leave.

Mr. W. Thomson, 2nd officer, *Kalgan*, has gone chief officer, *Hoihow*.

Mr. E. L. Jones, and officer, *Pekin*, is transferred to the *Kalgan*.

Captain J. J. Miller, *Peking*, is on leave.

Captain P. Garmiche, from leave, has gone in command of the *Peking*.

Mr. Shane has gone 2nd officer, *Szechuen*.

Mr. J. Lennox, 2nd officer, *Pekin*, is transferred to the *Kuwait*.

Mr. H. O. Pritchard, 2nd officer, *Kuwait*, is on shore.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Chusan*) to-morrow.

American (*Perla*) 9th instant.

German (*Klauschou*) 11th instant.

Canadian (*Empress of India*) 11th instant.

American (*Coptic*) 18th instant.

The D. S. S. & Co's steamer *Lightning* from Calcutta left Singapore for this port yesterday afternoon.

The Silk ex the Canadian Pacific Railway Co's steamer *Tartar* arrived at New York on the 4th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. <i>Bennington</i>	at Kowloon Dock.
<i>Union</i>	" "
<i>Hesper</i>	" "
<i>St. Enoch</i>	" "
<i>Prometheus</i>	" "
<i>June</i>	" "
<i>Iris</i>	" "
<i>Burnside</i>	" "
<i>Atene</i>	" "
<i>Athenian</i>	" "
<i>Colonier</i>	at Whampoa
<i>Airline</i>	" "
<i>Atene</i>	" "
<i>Sinaguan</i>	" "
<i>Universe</i>	" "

PASSED THE CANAL.

Onward—14th May—*Reindeers, Glacius, Malaya, Hudson, Sydney, Sambia*, 17th May—*Flintshire, Alcinous, Retic, Crusader, Devonshire, Imogen*, 24th May—*Ision, Hyson, Sando Maru, Alin, Kanshan, Shirley*, 28th May—*Silesia*, (German) *Agumennon, Pioneer*, 31st May—*Bendalder*.

Homeward—17th May—*Idomeneus, Marburg, Tantalus, Silesia, Princess Irene*, 31st May—*Yarra, Trieste, Ajax*.

Arrivals at Home—18th May—*Feibur, Konig Albert, Stenlor*, 24th May—*R. Moruar*, 28th May—*Oceanic, Sanuki Maru, Idomeneus, Silesia, Puritan*, 31st May—*Princess Irene, Annam, Tantalus, Malaya*.

Shipping.

ARRIVALS.

DR. HANS JERG KIER, Norwegian str., 1,200, H. Larsen, 4th June, Newchwang 28th May, General—E. A. Trading Co.

MACTEY, German steamer, 995, G. Wendig, 4th June, Bangkok 20th May, Teakwood and Rice—Melchers & Co.

DAYBRIK, British steamer, 700, A. H. Best, 4th June, Shanghai 1st June, General—C. M. S. N. Co.

TAISHAN, British steamer, 1,121, E. Stovell, 5th June, Saigon 31st May, General—Bradley & Co.

WING SANG, British steamer, 1,517, T. H. Sellar, 5th June, Shanghai 21st May, and Swatow 4th June, General—Jardine, Matheson & Co.

SYDNEY, French steamer, 2,076, Aubert, 5th June, Marseilles and Saigon 1st June, Mails and General—Messageries Maritimes.

HAITAN, British steamer, 1,183, J. S. Roach, 5th June, Fochow via Amoy and Swatow 4th June, General—Douglas, Laprak & Co.

ULA, British transport, 2,496, T. A. Collins, 5th June, Calcutta 23rd May.

HONGKONG, French steamer, 862, Pannier, 5th June, Haiphong and Hoihow 4th June, General—A. R. Marty.

FRANCOIS ARAGO, French Cable steamer, 1,805, Mascart, 5th June, from Laying Cable E. of Hongkong, Cable—Arnhold, Karberg & Co.

Clearances at the Harbour Office.

Rajabari, German str., for Swatow.

Daybreak, British str., for Canton.

La Rhone, French str., for Canton.

Natura, German str., for Bangkok.

Airline, British str., for Moji.

Kangnam, British str., for Canton.

Kanagawa Maru, Japanese str., for Kobe.

Anping Maru, Japanese str., for Swatow.

Departures.

June 5, *Empress of China*, British steamer, for Vancouver.

June 5, *Pelayo*, British str., for Penang.

June 5, *Woosung*, British str., for Canton.

June 5, *Loonguen*, German str., for Canton.

June 5, *Loonguen*, British str., for Canton.

June 5, *Sydney*, British str., for Shanghai, &c.

June 5, *Sydney*, British str., for Manila.

June 5, *Kuoyang*, British str., for Wei-hai-wei.

June 5, *Carlsberg*, British str., for Singapore.

June 5, *Daybreak*, British str., for Canton.

June 5, *Dr. Hans Jerg Kier*, Norwegian str., for Canton.

Passengers—Arrived.

Per *Taisang*, from Saigon—264 Chinese.

Per *Daybreak*, from Bangkok—97 Chinese

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	ROBE AND YOKOHAMA	To-morrow, 6th June, at Daylight.
TOSA MARU	YOKOHAMA (DIRECT)	FRIDAY, 7th June, at Noon.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU	MARSEILLES, LONDON & BOMBAY, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon.
SADO MARU	ROBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
HITACHI MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th June, at Daylight.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 4th June, 1901.

TOYO KISEN KAISHA.

NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 14th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 18th May, 1901.

THE ROBINSON
PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT
SYSTEM.

TUNING. REPAIRS.

Our Speciality.

INSTRUMENTS.
STRINGS.

MUSIC.

Grand stock, reduced to clear.

Hongkong, 28th May, 1901.

[571c]

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO.; OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"OPTIO"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABRIEL"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIS"	THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

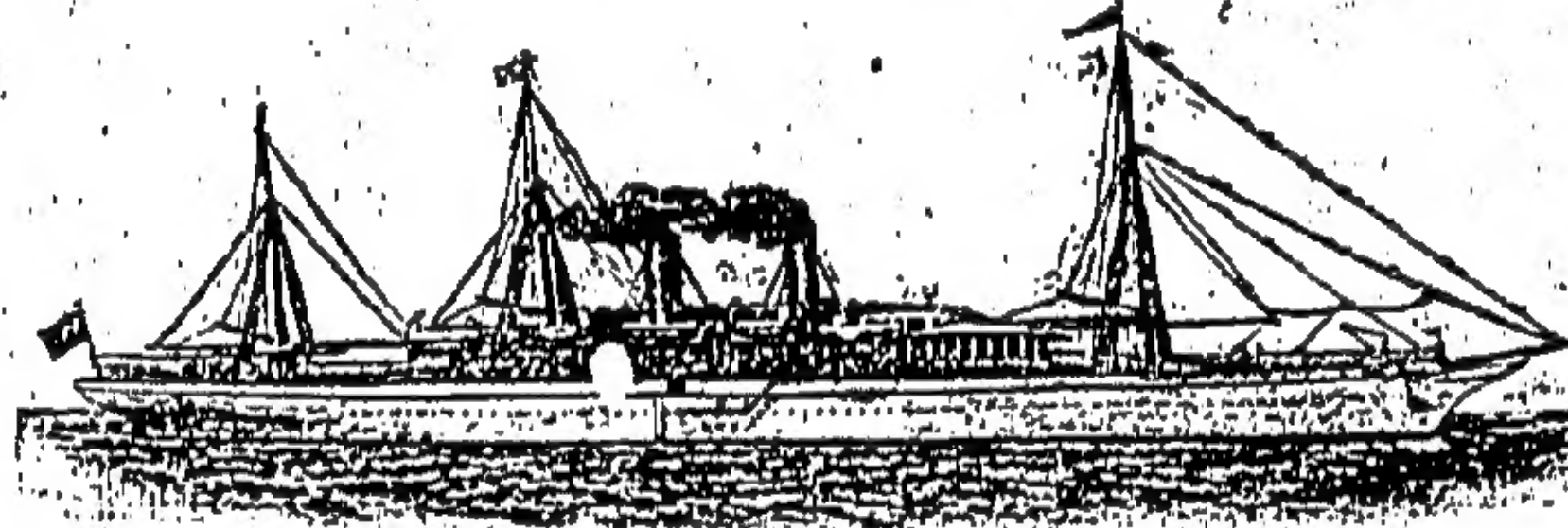
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY,

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SARNIA	HAVRE & HAMBURG via FOCHOW.	6th June. Freight and Passengers.
WITZENBERG	HAVRE, BREMEN and HAMBURG.	12th June. Freight.
Hempel	(Calling at SINGAPORE and COLOMBO).	
NUERNBERG	HAVRE and HAMBURG.	25th June. Freight.
Mayer	(Calling at SINGAPORE).	
SAMBIA	HAVRE and HAMBURG.	25th July. Freight.
Schmidt	(Calling at SINGAPORE).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 1st June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, LAUNCESTON and MELBOURNE	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"GLAUCUS"	11th June.
	"ALCINOUS"	14th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DARDANUS"	11th June.
	"MACHAON"	25th June.
LIVERPOOL (DIRECT)	"PROMETHEUS"	9th July.
(Taking Cargo at LONDON RATES).	"RHIPHEUS"	10th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 4th June, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA"

Captain Geo. Blackland, will be despatched as above on FRIDAY, the 7th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 9th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 12th June.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King—1,379 tons—about June 20

THE Steamship

"BELGIAN KING."

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 29th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY"

Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY."

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

SHEWAN, TOMES & CO.'S

"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA"

Captain will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 18th May, 1901.

JUST OPENED.

A FINE Consignment of FRENCH PRO-

SERVES of a well known make.

Quality will speak for itself.

H. RUTTONJEE,

1, D'Almeida Street and

22 & 24, Elgin Road, Kowloon.

Hongkong, 16th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, TO-MORROW, the 6th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th June, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above on SATURDAY, the 8th instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th June, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain Cox, will be despatched as above on SATURDAY, the 8th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th June, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"INDIA."

Captain Ghezzi, will be despatched as above on SATURDAY, the 15th instant, P.M.

For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 4th June, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain will be despatched as above on or about the 25th June.

SUCKING POISON FROM SNAKE-BITE.

The S. F. Call reports the following occurrence near San Diego on the 30th April:—

To the presence of mind of Miss Frasee, the teacher of the Merle School, from San Diego and Oceanside, one of her pupils undoubtedly owes his life. The teacher and three or four of her pupils were on their way to school, the boys barefooted and racing ahead and behind in boy fashion. One of them, about 12 years old and the son of one of the patrons of the school, started a rattlesnake, and before he could get out of the way the reptile had buried its fangs in his leg just above the ankle.

Miss Frasee knew that something must be done quickly if the child's life were to be saved. After hurrying the other children away for the boy's father with instructions to bring whisky, she seated the child by the side of the road and applied her lips to the wound to suck the poison from the veins. She was evidently successful, for the poison did not seem to take immediate effect on the child. When the father arrived the lad was thoroughly dosed with whisky, which counteracted the snake's venom and supplemented the work so well done by the teacher.

The child was hurried to Oceanside, being completely under the influence of the liquor by the time he reached the doctor's office. The physician declared that the prompt action of the teacher had undoubtedly saved the boy's life. This evening he pronounced the patient out of danger.

IS INDIA DEFENSELESS?

The report of the British parliamentary commission on Indian expenditure has precipitated considerable discussion in the House of Commons. In view of the ravages of the famine and the fact that a large proportion of the regular army heretofore stationed in India, and while there maintained at India's expense, is now serving with British colours in South Africa, the commission recommended that the British Government pay part of the cost of maintaining the Indian force, and, in addition, liberally increase the famine funds. Commenting on this, *The Daily News* (London) asks: "Why do we never let justice enter into our relations with India? We open our pockets to India when she starves; we enjoy the reflection of our imperial presence in the mirror of her wonderous civilization; we praise her and forget her and are sorry for her, as the mood takes us. When are we going to treat her with justice?"

The question of the apportionment of military expenditure between the home Government and India, continues *The Daily News*, is "the greatest and gravest of all." We quote further:

"In order to safeguard the country against Russia and the hill tribes on the one side, and to keep down sedition and religious turbulence on the other, we quarter an army of 76,000 English soldiers on India, and levy another army of 140,000 natives. The cost of this military establishment is about sixteen millions (pounds) a year. Now the question to which the country and Parliament ought to address itself is whether a great part of this army is not quartered in India under false pretences of the most flagrant kind—quartered there, not for India's sake at all, but purely to suit the convenience of the imperial power. It so happens that this is no speculation depending on a nice balancing of hypotheses. At the present moment the army in India is below its normal complement by some 30,000 men, who are serving under the British colours in South Africa and China, and doing garrison duty at Singapore, Ceylon, the Straits Settlement, and other stations.

"There is no pretense that these thirty thousand men, who up to the time of their embarkation were being paid for by the Indian people, are engaged on anything but purely British service, nor have we seen one shred of evidence to show that the safety or tranquillity of India is in any way affected by their departure, or is likely to be affected by their return. Why, then, in the name of common sense and common justice, should these thirty thousand soldiers be quartered on the Indian exchequer when they return to India and cantonments? It is indeed a bitter thought that India, who stands at our gate in silence and submission, scourged with plague, wasted with famine, bleeding under the blows of the rough West that can not comprehend her, should out of her want and misery be acting as paymaster for our troops."

Even with her large army, India, in the opinion of continental military critics, would be practically defenseless before a powerful invader. A German army officer, writing in the *St. Petersburger Zeitung*, declares that to put India in a proper state of military preparedness would "necessitate the making good the neglect of half a century." This he fears is impossible, as at the present time military expenses amount to \$88,000,000, or twenty-five per cent. of the entire budget, and the impoverished country can hardly pay more. The forces of India are "respectable enough on paper," he says, but would not, in reality, amount to fifty per cent. of the figures published. Of the equipment he says:

"The troops are armed with an antiquated model of the Lee-Metford rifle. There are only nine cavalry regiments, partly armed with the obsolete Martini-Henry carbine. The artillery is the worst off of all arms of the service. The guns of all the field and horse artillery date back to the '80s, they are too heavy and there are not enough of them. India has sent many horses to South Africa, and is now dependent on Australian remounts. The much advertised mountain-batteries are provided with ancient seven-pounder muzzle-loaders. It has long been and, during the late Afghani war, they were wisely left at home. Of heavy artillery there are but three of these antiquated muzzle-loaders and the fourth consists of four howitzers and two ordinary heavy guns. The 'siege park' is hopelessly obsolete."

None of the "so-called Sepoy army" says this writer, can be properly placed in the field, certainly neither the Bengal nor Madras divisions. The Punjab and Bombay armies are serviceable, but they have been greatly weakened for the benefit of the China expedition. In conclusion, we are told:

"The condition of the garrisons at Karachi, Rangoon, Bombay, and Calcutta is scandalous. The defenses are armed only with muzzle-loaders, and these are black powder. The flooring of the hydraulic guns at Rangoon and Calcutta is so bad that no less an authority than Sir Charles Naime, late inspector of artillery, said they would all be useless after an hour's fight. At Bombay and Karachi an attacking fleet could enter without opposition. The batteries either could not reach the ships or would be forced to fire into the best portions of the city. India, it may be summed up, is at present practically defenseless."—Translation made for *The Literary Digest*.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Auger, Bishop Van
Armistead, Miss A. J.
Anderson, R. A. J.
Ajwamin, Miss
Ahera, J.
Agathe, G.
Allan, Mrs. W. J.
Andrew, Miss
Anderson, Mrs.
Bryan, M. R.
Bird, W. B. M.
Baschetsky, M. de
Baron, A. L. L.
Bassano, W. T.
Benhan
Burroughs, Miss
Byron, A. C.
Boyd, Mrs. J.
Bodewou, J. E.
Bodemeyer, H. H.
Bliss, A.
Burden, A.
Chapman, W. Mrs.
Cardiff, J.
Cowie, E. H.
Callesen, Capt. V.
Cowie, Mrs.
Chill, G.
Craig, J. F.
Chaves, L. L.
Carrington, J. C.
Cucin, Mrs.
Colwell, G. J.
Clithrow, E. C.
Croulie, Mrs.
Custa, M. J.
Carlsson, A.
Cruz, D. K.
Cary, H. F.
Dannenberg, Miss E.
Darlington, H.
Daukewich, P.
Danbar, T. E.
Daus, W. P.
Davis, A.
Dean, F.
Dabson, W. H.
Donnels
Drake, Mrs. F. G.
Eitel, L. L.
Elkins, S. B.
Edmunds, H. W. S.
Evans, D. A.
Evans, W. A.
Evans, Mrs.
Eugenis, Capt.
Emery, P. E. E.
Frieburg, S. S.
Fols, G.
Freeman, Miss V. W.
French, Mrs.
Fui, J. P.
Foot, Capt. F.
Fagen
Flint, O. M.
Frost, E. P.
Forest, Miss A.
Goetz, J.
Georgeson, J.
Grant, J. K.
Grunstein, B.
Gomes, J.
Greenwood, T.
Green, Mrs. G.
Garratt, B.
Grimes, J. B.
Gordon, J. A.
Grant, A. P.
Gloria, A. P.
Griffin, C.
Goodwin, H.
Hardy, R. J.
Hacher, H.
Hing, P. V.
Hooley, P. F. G.
Hermeyer, F. C.
Hubby, G.
Harrison, Mrs. P.
Hamilton, Mrs. H.
Hillard, F. J.
Heacock, A.
Hay, Rev. N. E.
Hark, G.
Hall, B.
Henders, W. L.
Heaven, Mrs.
Hawler, W. L.
Hakka, C.
Harding, H. G.
Hastie, J.
Harper, K. H.
Harwood, T.
Hughes, E.
Higgs, Mrs.
Hine, C.
Hunt, T. C. W.
Hunt, H. B.
Johnson, J.
Jeffries, Rev. M.
Josianno, S.
Jor, A. (Sailor)
Jenkins, C. M.
Janot
Jama, Mrs.
Jansson, Andreas
Johnson, R.
Jesus, J. M. de
Jonas, C.
Kempster, M. C.
Kelner, G.
Karmata, S.
Kirk, R.
Kellon, W.
Kuhn, F.
Kneule and Streif
Kukman, G. W.
Knapp, Jr., W.
Kobronson, C. J.
King, G. G.
Lawrence, C. C.
Landon, H. J.
Lyall, R.
List of Registered Covers in Poste Restante.
Ahmed, I. P. C.
638 (2)
Abda Khan, I. P. C. 798
Blank, Miss A. Arran-
dale, Southport (1)
Returned.
Buts Singh
Boud and Co., Supl.
Bowers
Burkel, Ali Khan,
I. P. C. 856
Brimble, Capt. A.
Bortolo, B.
Botal Singh
Beverly, Bonifacio
Chunda Singh, I. P. C. 585
Clarke, J.
Chao, H. Y.
Crane, E. H.
Clydesdale, Miss
Collins, H. M.
Cruz, M. B.
Duff, N. M. Khan
Duff Singh, I. P. C. 547
Duff, R.
Delbard, E.
Edwards, L. (2)
Fox, F. (2)
Falmalee (Hombay)
Felicie, Blaz
Foussaine, A.
Ferreira, F. X. P.
Fahis, G. (Singapore)
Laglaize, L.
Lies, Miss
Loher, A.
Larkin, A.
Leon, C.
Lowell, C. S.
Minchin, D. J.
Menasché, L.
Moore, J. W.
Marcus, T. R.
McGregor, A.
Mills, W.
Maxwell, Lieut. D. H.
Meyer, J. D.
Mittelen, J. F.
Mui, Miss A.
Mein, W.
Massen, S. H. B.
MacCallen, D.
McRobie, F.
Mahlousky, P. von
McMilne
Medical Officer
Mackay, Miss
Moffatt, Dr. A. T.
Monteiro, T.
Mullins, J. L.
Nicol, J. A.
Neisdon, E.
Nishikaki, G.
Oswawa, Miss
Owen, W. P.
O'Connor, Mrs. J. M.
Olcott, Miss E.
Oshone, E.
Poernedo, J. G.
Paulsen, T.
Pillony, J. R.
Patterson, J. H.
Paisis, G.
Pinkowsky
Paul, V.
Parkinson, Dr. T. W.
Pereira, Miss S.
Blumman, H. B.
Pernault, E.
Prince, Miss
Jerkey, Mrs. S.
Phillips, Miss A.
Page, Mrs. A.
Pastrano, D. J.
Perry, Mrs. H. L. H.
Pante, T. W.
Palmer, B. W.
Rivington, C. F.
Rose, R.
Ramos, A.
Read, Miss M. B.
Rushy, C. B.
Roberts
Ryden, Capt. A.
Ryder, J.
Ruse, P.
Reynolds, R.
Roose, A.
Rous
Reuterford, Mrs. H. H.
Ratnavarat & Co.
Reid, J. G.
Roberts, H. C.
Rose, P.
Solomon, Major L. L.
Smith, W. A.
Said, J.
Siewart, Messrs. J. & G.
Sicon, E.
Stephen, A.
Suei
Shrewsbury, R. W.
Stephens, G.
Stanley, N. L.
Sawada, Miss
Schuh, S.
Siv, R. T. P.
Spieler, O.
Sing, A. H.
Santos
Simpson, A. J.
Shawlin, M.
Shane, Capt.
Shang, Li Pui
Shideler, A. M.
Soud, J. P.
Samborne, Dr. F. G.
Spiller, M.
Smith, C.
Sanyer, N. M.
Tomylkin
Torre, T.
Talbot, B. W.
Takenouchi, Miss H.
Tischer, J.
Tsai, Mrs.
Tong Hong
Ting, Mrs.
Thomson, Mrs. A. B.
Underwood, J.
Venturini, A.
Vanderpel, Mrs. M.
White, S.
Westrop, Miss
Wilkins, Mrs.
Welch, J.
Will, W. N.
Winkler, A.
Wheeler, J.
Woods & Co.
Wren, P. W. E.
Watts, Mrs.
Ward, E.
Waller, F.
Wheate, W. E.
Westcott, Mrs. H.
Walker, J. D.
Williamson, J.
Wenburn, H. O.
Williams, D.
Wagler, J.
Young, W. R.
Young, H. A.
Young, G. A.
List of Registered Covers for Merchant Ships.
S.S. Assisi.....G. Nazimovich.
"Atlas".....M. Richardson.
"Hellas King".....Abernethey.
"Chingha".....Capt. Tom. Moore.
"China".....Mr. Cooper.
"Chingha".....F. G. Bailes.
"Draculion".....M. J. Garbutt.
"Elite Norvick".....J. J. McCarthy.
"Emma Lyken".....Capt. Wallis.
"Hailan".....R. Olsen.
"Manuel Laguna".....E. Nielson.
"U.S.S. Manadoch".....Dr. O. D. Norton.
"S.S. Monmouthshire".....Capt. J. Kennedy.
"Monmouthshire".....W. Cropley.
"Onam".....I. McDougall.
"President".....R. B. Munro.
"Radley".....John Mann.
"U.S.H.S. Relief".....Chas. McFeely.
"Relief".....J. H. Miller.
"Relief".....J. Schneider.
"S.S. Saint Jerome".....Capt. A. Jones.
"Shantung".....Miles.
"Barque Suxes".....R. Macdonald.
"Tingtau".....D. Wessels.
"Uta".....R. O. Lloyd.
List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.
Beckerheim, Sham
Bruff Comedy, Singshoochan.
Butler Duncan Pigtail, Stack
Chechosing, Steamer Wineland.
Chingtai, Samsanyuen.
Cheong Seng Loong, Thl.
Dellagraz, Toksham.
Duncan Chesney, Turgins.
Farwell Writer, Tychongsoon.
Honjoo, Watanabe, Messagerie.
Hung Wo, Yeeon.
Kamcheong, Yuenmow.
Kongyuchong, 5233, 3265, 3954, 2875.
Kwongsingloong, 1311, 2950 (Wingon)
Lahoyuen, Tai, West Point.
Lapinsang, 5940 (Kwong Yu Yun)
Lichenshang, 0631, 3031 (Nam Wan).
Matthew, Joseph, Tor- 0208 (Swee Keechan).
pedo Depot, 5502, 7127 (Manloong).
Njiewdo Chiong, 2688, 3288 (Wing Kee).
Ping, 6436.
Quansung, 6436.
Insurance.
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1901.
Intimations.
F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.
SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLERS PATENT MOTOR LAUNCHES, &c., &c., &c.
Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT REASONABLE PRICES.
Hongkong, 14th May, 1901.
A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES
Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Whooping, Bronchitis, Insomnia, Catarrhs of the Throat, and difficulty in Expectoration, are promptly relieved by these Cigarettes.
GRIMAULT & CO., Paris, sold by all Chemists.
GRIMAULT'S Matico Capsules AND INJECTION
Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copious Laxatives, have not the inconvenience of producing Nausea.
MATIO INJECTION is used in recent cases.
MATIO CAPSULES in the chronic cases.
GRIMAULT & Co., Paris, sold by all Chemists.
Intimations.
NEW MUSICAL PUBLICATIONS, MAESTRO A. CATTANEO.
GRAND MASS (with Organ Accept).
No. 1 ALBUM (3 Songs, English & Italian).
No. 2 ALBUM (3 Songs).
The "LILY" Waltz & "ELIZA" Waltz.
NEW FEATURE.
Pocket Edition of Pianoforte Music: including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.
444c To be had of all MUSIC DEALERS.
NEW GOODS.
PLEN...
JAPANESE CURIOS.
D. NOMA, No. 12, Beaufield Arcade, Opposite the City Hall.
Hongkong, 30th April, 1901.
NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
JAYES FLUID.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 4th March, 1899.
CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohns' CELEBRATED OPERA GLASSES.
MARINE GLASSES and TELEGLASSES.
The NEW FRENCH REMEDY, THERAPION.
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostun, Jobert, Velpau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.
THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.
THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.
THERAPION No. 3, for nervous exhaustion, waste of vitality, and the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c., it possesses surprising power in restoring strength and vigour to the debilitated.
THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.
MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 'IN' Tai-tsun Road.
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a specialty.
Hongkong, 22nd September, 1898.
DENTISTRY.
AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
30, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901.
DENTISTRY.
SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901.
SIEN TING, SURGEON DENTIST, No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 29th September, 1898.
NOTICE.
NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—SEA WITCH, American ship, Howes—Master, ADOLPH OBRIG, American ship, Amesbury—Standard Oil Co.
Intimations.
THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.
HONGKONG EXCHANGE, OPEN DAY AND NIGHT.
SUBSCRIPTIONS.
EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.
NO CHARGE FOR INSTALLATION.
A special charge is made for lines of more than average length.
ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.
PRICE LISTS ON APPLICATION.
ELECTRIC BELL INSTALLATIONS, Erected and kept in order.
Estimates given for all kinds of Electrical work.
Trained Mechanicians sent to Out-Ports to fit up Installations if required.
NOTE ADDRESS—2, ICE HOUSE ROAD.
For full Particulars, &c., &c., Apply to W. STUART HARRISON, Manager.
Hongkong, 13th December, 1900.
"Sanitas" Disinfecting Fluid.
COLORLESS FRAGRANT NON-POISONOUS "ALSO" POWDER FOR "EMBROCATION."
"HOW TO DISINFECT." Book sent FREE on application. Of all Chemists, and The "SANITAS" Co., Ltd., Bethnal Green, London.
LEVY HERMANOS, DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
EASTMAN'S KODAKS AND FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST.
40, QUEEN'S ROAD, Watson's Building.
NOTICE OF REMOVAL.
I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET.
H. BUTTONE, 5, D'AGUIAR STREET.
Hongkong, 29th April, 1901.
For Sale.
NOW READY, A PAMPHLET, ON SOME SERIOUS LOCAL PROBLEMS AND A FEW SUGGESTION FOR DEALING WITH THEM. BEING A LECTURE DELIVERED BEFORE THE ODD VOLUMES SOCIETY, BY Mr. H. E. POLLOCK, Barrister-at-Law.
To be obtained at the OFFICE of This Paper. PRICE 50 CENTS.
Hongkong, 1st June, 1901.
NOW READY, AN ACCOUNT OF THE RECEPTION OF H.M.S. "TERRIBLE," IN HONGKONG, AND THE FESTIVITIES CONNECTED THEREWITH, WITH A WOODCUT OF THE "TERRIBLE."
To be obtained at the OFFICE of This Paper. PRICE 30 CENTS.
As only a limited number have been printed intending purchasers should send their Orders early, for the issue of this interesting souvenir will soon be exhausted.
Hongkong, 1st June, 1901.
Consignees.
TOYO KISEN KAISHA, NOTICE.
CONSIGNEES of CARGO per Steamship "NIPPON MARU," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.
Goods remaining unclaimed after the 6th June, will be subject to rent.
No Fire Insurance has been effected.
GEORGE ECKLEY, Acting Agent.
Hongkong, 31st May, 1901.
NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship "JAVA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.
Goods not cleared by the 9th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE, Superintendent.
Hongkong, 3rd June, 1901.
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship "CHINGWO," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 10th instant, at 10 A.M., will be subject to rent.
No Fire Insurance will be effected.
All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.
JARDINE, MATHESON & Co., Agents.
Hongkong, 3rd June, 1901.
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship "CHELYDRA," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon, the 6th instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, 4th June, 1901.
NIPPON YUSEN KAISHA, NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE Company's Steamship "KANAGAWA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.
Goods not cleared by the 11th instant, will be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 14th instant, or claims in connection therewith will not be recognised.
NIPPON YUSEN KAISHA.
Hongkong, 4th June, 1901.
WORTH A GUINEA A BOX, BEECHAM'S PILLS.
FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS, ANNUAL SALE SIX MILLION BOXES, 50 CENTS per Box.
Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED, APOTHECARIES' HALL, 65, QUEEN'S ROAD, CENTRAL, HONGKONG.

